

CITY MERCHANTS DINE DR. MULLER

Senator Root Leads Speakers
in Tribute to Brazil-
ian Envoy.

TALKS ON COURTESY

Sends Message of Friendship
From U. S. to South-
ern Republics.

TRADE ONLY AMBITION

Mayor's Speech Amuses—Guest
Leads Toast to Presi-
dent Wilson.

Applause rang loud in the hall of the Chamber of Commerce last night when Senator Root, speaking, as he felt sure, for the people of this country, turned to Dr. Lauro Muller, Brazil's Minister of Foreign Affairs and ambassador on special mission to the United States, and said earnestly:

"We hope that when you return to your country you will tell your people that America has no other ambition as regards South America than to win the friendship of her sister republics."

Senator Root's speech was the notable feature of the farewell dinner that the Chamber of Commerce gave in honor of the distinguished Brazilian statesman.

The Senator seized upon his favorite text of courtesy as the best means of maintaining peace with all nations, and he commanded attention when, in discussing the Monroe Doctrine, he said that while its protection was still needed for some parts of this continent it had done its work for South America.

City's Notables There.

Two hundred of the best known merchants and professional men of the city sat around the rose banked tables in the hall of the Chamber in Liberty street and heard Dr. Muller's short speech, and he listened to addresses from John Claffin, president of the Chamber; Senator Root, Mayor Gaynor and Dudley Field Malone, Third Assistant Secretary of State, who is in charge of Dr. Muller's tour.

It was the first dinner the Chamber has ever held in its present home, and it was unusual also because important public dinners nowadays are seldom held downtown.

At the guests' table, with the Brazilian envoy and the speakers, sat R. Regis de Oliveira, the Brazilian Minister to Cuba; Gen. Thomas H. Barry, Robert Bacon, Henry W. de Forest, John Barrett, Chancellor Elmer E. Brown of New York University; Dr. Helio Lobo, Daniel Willard, Frederick D. Underwood, Capt. Le Vert Coleman, U. S. A.; Alton B. Parker, Capt. Albert Givones, U. S. N.; Dr. Jose C. Rodriguez, Capt. Antonio Sampaio, Lloyd C. Griscom, Edward E. McCall, the Rev. Dr. William T. Manning, the Rev. Dr. Howard Duffield and the Brazilian Consul-General, Jacintho F. da Cunha.

President Claffin, in a graceful preliminary address, spoke of the hospitality that had been extended to him in Brazil, predicted that a generation or two from now much of the world's food supply will be drawn from Dr. Muller's land and introduced the special ambassador as a man that America was particularly eager to honor.

Replies in Brief Speech.

Dr. Muller bowed to the cheers and handclapping and replied in the briefest of speeches. Although he knew no English whatever until a week ago when he landed from the Brazilian dreadnaught he was able to express himself clearly in the language of his hosts. He said:

"I am very proud and very happy to sit here as your guest, and to be with your great men of the present (and he bowed all around and with your great men of the past (his hand waved toward the scores of portraits on the walls).

"The great desire of our country is for an increase in our commercial relations and for the permanent maintenance of peace. I propose, now, gentlemen, a toast to the President of the United States."

After the toast had been drunk standing, Senator Elihu Root replied to Dr. Muller. After telling the men of the Chamber how much satisfaction he felt in meeting again an old friend, Dr. Muller, Mr. Root said:

"You see here, Dr. Muller, at these tables and in the portraits on the walls the men who have played the greatest part in the material and in the spiritual development of this country."

"What has been done in the United States has been done by the power of money, but under the influence of noble ideals, through the influence of great minds and hearts leading the mighty powers of a great people."

"In these days the people are demanding more direct relations with government. But a democracy must realize if it means to govern itself properly. We have been so isolated, so far from war and rumors of war that we have perhaps known and cared little about foreign affairs."

Duty in Foreign Affairs.

"Our people must realize now their responsibility in foreign affairs. They must come to realize the duty of courtesy they owe to other nations. Our people, if their voice is to be heard in foreign affairs, must learn that you cannot continue a policy of peace with insult that America must observe the rules of courtesy when alone peace is maintained."

"We have many agencies for peace these days, but the greatest agencies are the peoples of the nations. It is the people from whom the danger of war comes to-day. To my mind, your being here, gentlemen, to express to Dr. Muller an appreciation of his country's greatness and your friendship for his country is of greater value than anything the Government of the United States can do. You speak for the people of the United States."

"The need for the protection of the Monroe Doctrine is growing less and less. There are some parts of our own country in which the need for it still exists, but for South America the Monroe Doctrine has done its work."

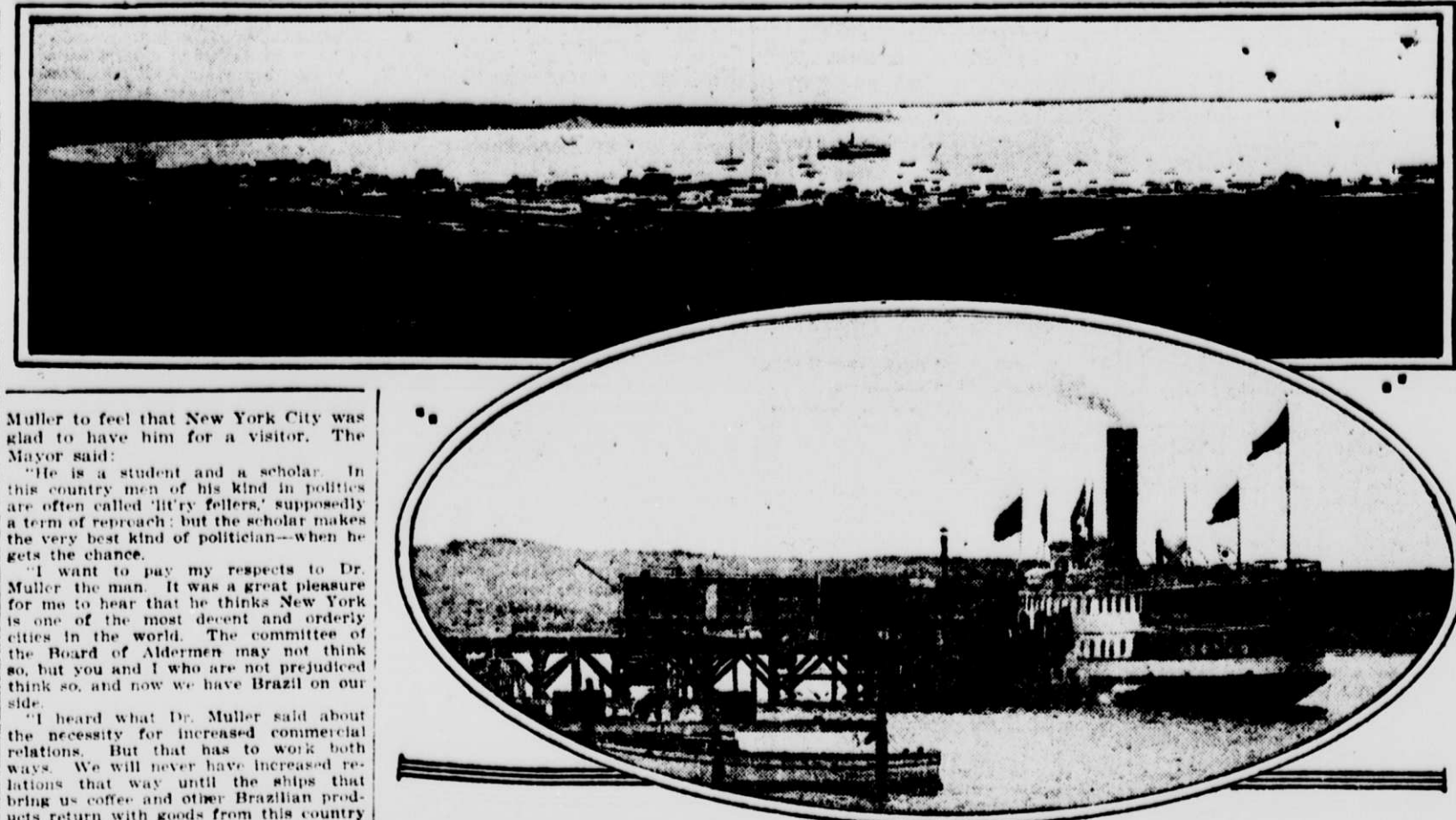
"We hope that all South America will know that America has no other ambition than equal friendship. Our first and plainest duty is friendship with Brazil and our sister republics. I hope, Dr. Muller, that you will tell your people that when you return home."

Mayor Welcomes Guest.

Mayor Gaynor, whose address of welcome was short, said he wanted Dr.

MONTAUK POINT, HARBOR AND THE LANDING PIER

The Long Island Railroad would make this port an American Fishguard for Atlantic liners.



GIANT IMPERATOR GLIDES INTO PORT

Ocean's Biggest Vessel Crosses
Atlantic in 6 Days and
About 5 Hours.

DANCE GOES ON IN STORM

Vessel Moved So Steadily Pas-
sengers Hardly Noticed
Rough Weather.

Colossus of liners—919 feet long. Old fashioned figurehead. Brings 2,570 passengers. Double hulled and called unsinkable. Equipped with Roman bath. First of the big German turbines. Based by Commodore and four Skippers. Took three years to build her. Ship's linen alone cost \$50,000. Bridge 90 feet above the sea. Steady in heavy weather. More than 500 attendants.

The Hamburg-American giant liner, *Imperator*, finished a maiden run from Cherbourg off the Ambrose Channel lightship at 9:42 o'clock last night. The trip was made in six days and about five hours. Her finest day's run was 556 miles.

Her commander, Capt. Ruser, who is assisted by four captains, all expert navigators, decided after consultation with all the talent, to make no effort at records.

The slowness of the latter part of the *Imperator's* trip caused many persons with friends aboard to call up The Sun and the office of the Hamburg-American Line and ask why the ship was delayed.

In response to a wireless message sent to him by The Sun, Commodore Ruser flashed this reply of assurance, while the liner was between Nantucket and Fire Island:

"Delay was due to bad weather and persistent fog."

"The liner behaved splendidly, passengers hardly being aware that she was proceeding. There was not the slightest vibration. Passengers thoroughly satisfied with her progress and stanchness."

"RUSER."

Looked Like Several Hotels.

The first news of the nearness of the *Imperator* came when it was announced by wireless that she had passed the Nantucket lightship at 12:50 P. M. She was sighted east of Fire Island by the operator there at 7:23 P. M. She glided past the Ambrose Channel lightship at 9:42.

The steady Hook marine observer saw her, shooting broadsides of electrical flame toward him, slow down for a pilot while the steam pilot boat, a mere pigmy alongside her, gave the liner a salute with ensign and whistle.

She looked like several hotels rolled into one as she passed in the Hook. She anchored in Quarantine at 11 o'clock and her commander gave to the newsmen a partial log of the trip.

"Left Cuxhaven without ovation. At Southampton the Mayor and the officials of the city came out in full robes of office and were received by Capt. Ruser. Great ceremony. Drop about 300 passengers at Southampton. Tender leaves Great cheering on both sides."

"Reached Cherbourg after dark Friday. Heavy fog. Half speed. Used new system of fog whistles, forward, amidships and aft with success."

Danced During Storm.

On Saturday the ship ran into a gale of sixty miles with a heavy rolling sea. But she did not roll appreciably, and there was a dance in the grand saloon that night. Speed was reduced on Sunday because of fog. On Monday the sea was smooth and athletic games were held on the top deck. There were three-legged races, bachelors' tug of war, ladies' land driving contest, in which half the passengers participated. At night there was dancing on the open deck.

Water sports afforded amusement on Tuesday, rain driving the passengers inside. Water polo in the swimming pool between German and American teams was won by the Americans. Germany won the relay swimming race. A bean sea made the ship roll a bit and the waves were high in the pool. At night there was a special dinner for passengers who had gone around the world on the steamship *Cleveland* and had chosen the *Imperator* to finish their last lap in.

Clear skies greeted the passengers when they got out on deck yesterday. The sea was smooth. Nantucket was sighted at noon. There was no serious

MINERS TELL OF BIG WAGES THEY EARNED

Negro Testifies Before Senators
That He Made \$190
in One Month.

"GOOD LIVING IF NOT LAZY"

Charleston, W. Va., Inquiry
Ends—Relief Felt as Trouble
Was Feared.

CHARLESTON, W. Va., June 18.—The strong tide of testimony as to high wages of miners and the peaceful and prosperous conditions that ruled in the Paint Creek and Cabin Creek coal fields before the late strike paralyzed industry was continued until 4 o'clock this afternoon, when Attorney Knight informed the committee that the rest of the operators' evidence was not ready to produce.

Chairman Swanson said it was imperative for the Senate sub-committee to leave. The rest of the investigation, he said, would be conducted in Washington, unless the full committee should decide to return to Charleston to finish the work.

Accordingly adjournment was taken and the three members of the sub-committee who have been doing most of the work, Senators Swanson, Kenyon and Martine, left for Washington this evening.

W. L. Connell of Scranton, Pa., who was Mayor of his home city during the thirteenth strike of 1902 and was on President Roosevelt's conciliation commission, related his experience since his company purchased the Paint Creek Collieries company two years ago, when the concern was insolvent and handcrapped by contracts that made the advances demanded by the union impossible. He said he found \$12,000 in lost store accounts owed by former employees. The employment of mine guards, he said, cost \$4,000 during the strike year. He asserted that the check weighmen employed by the miners beat the company out of \$1,100 tons of coal. He said that although he explained all these things to district union officials the strike was ordered.

Negro Got \$100 to \$150 Monthly.

Aleck Schott, a negro miner from Cabin Creek, told the committee: "If a man will work he can get a good living up there, but lots won't work." He earned \$100 to \$150 a month. Three times he made \$100 a month. He has a wife and three children and put \$600 in bank.

Miner after miner from the non-union district of Cabin Creek gave similar testimony. They all said they worked in part of their lives when no guards were on the creek to protect them from the strikers.

Supt. G. H. Huddy of the Boomer Mines spoke of hearing Mother Jones' speeches and her inflammatory appeals to the men.

Brutal assaults on non-union miners by bodies of strikers were testified to. Substantial evidence connecting the union officials with the conspiracy charge to drive West Virginia coal out of the Western market was promised the commission by the operators' attorneys.

Relief was experienced after the committee had departed. Outbreaks were feared. Armed miners and guards were at the hearings, and the explosiveness of Senator Martine was dreaded.

BABY BLOCKS "POISONED PEN."

Case Put Off Because New Arrivals
Mother Is Complaining.

ELIZABETH, N. J., June 18.—The "poisoned pen" case which was to have had a hearing to-morrow morning will be postponed again. The reason is that Mrs. Charles F. Jones, the complainant, became a mother two days ago.

Mrs. Nelson L. Pollard, who, Mrs. Jones says, wrote the letter in the case, is out under bail, which has been continued.

TRAIN CUTS 14 HOURS ON IMPERATOR'S TIME

Long Island R. R. Makes Test
Run From Montauk Point
to Manhattan.

SHIP TOO LATE FOR RACE

Special Waits, Then Imaginary
Dash Shows Big Saving
for Passengers.

If the *Imperator* hadn't loomed a little yesterday as she approached New York, a special train on the Long Island Railroad would have raced her to Manhattan for the purpose of demonstrating how much quicker transatlantic passengers could get to town by land from Montauk Point than by water.

As it was, President Ralph Peters and a company of railroad officials and newspaper men on a special train of three cars were unable to wait until the big German steamship came up even with Montauk Point, so they made an imaginary race of it and, by figuring the necessary time allowance, showed that they could have transferred the *Imperator's* passengers from the east end of Long Island to the Pennsylvania station at least fourteen hours quicker than the *Imperator* can get them to the Hamburg-American dock in Hoboken.

For several years President Peters has been urging the advantages of a steamship terminal at Montauk Point. His argument has been that anywhere from five hours in fine weather to twenty-four hours in thick weather could be saved, and that the steamship traveler would find a Montauk terminal a great convenience in many other respects. Yesterday President Peters made a practical demonstration of his theory.

Await Coming of Liner.

Accompanied by General Manager James A. McCrea of the Long Island Railroad, F. B. Morris, president of the Long Island News, and by representatives of newspapers, President Peters went to Montauk Point on Tuesday night to await the coming of the *Imperator*. The plan was to give the *Imperator* an opportunity to make Montauk Point, to allow an hour and a half for an imaginary transfer of passengers and baggage and for customs formalities, and then to start the special back to New York in a race with the steamship.

The *Imperator* was not reported off Nantucket lightship until 12:32 P. M. That meant that she couldn't have swung past Montauk Point until about 4:30 P. M., so that the special, if it had delayed for an actual race, wouldn't have been able to start back to New York until 6 P. M. So President Peters gave the order for the return trip as soon as the wireless reported the *Imperator* at Nantucket. It took the special just three minutes less than two hours and a half to run from Montauk Point to the Pennsylvania station, and no effort was made for a record run.

Takes Two and a Half Hours.

President Peters has made the trip in an hour and fifty minutes, but two hours and a half would be the running time in case the Long Island had the job of delivering transatlantic passengers to this city.

"The demonstration showed that the *Imperator's* passengers could have been here for dinner had there been steamship piers at Montauk Point. They would have been transferred to the

Intercollegiate Boat Races
Highland Poughkeepsie Course
Saturday, June 21st, 1913.
Special Train via
West Shore Railroad
LEAVE NEW YORK
Continental Street, 10:00 a. m., 11:00 a. m., 12:00 a. m.
West 42d Street, 10:15 a. m., 11:15 a. m.
(Day coaches only)
Continental St., 11:00 a. m. (Parlor cars only)
West 42d St., 11:15 a. m.
Returning After races,
\$2.50 Round Trip
Consult ticket agents for particulars.
New York:
Phone 6210 West 42d St.
Brooklyn:
Phone 107 Main

Long Island Railroad at 5:30 P. M. allowing for baggage transfer, etc., and they would have been in the Pennsylvania station at 8 P. M. In the case of the *Imperator* President Peters estimated that about fourteen hours would have been saved, enough time to have taken passengers as far West by railroad as Columbus, Ohio.

"I desired to give a little practical demonstration of what the Long Island Railroad could do in the handling of ocean travelers if we ever get the opportunity," said President Peters after returning here.

Would Aid All Interests.

"I am interested in the project of steamship terminals for Montauk Point, not so much on behalf of my railroad as because of the immense public convenience that would result. It's bound to come in time, and the sooner it comes the better for all of us."

"Several groups of capitalists are figuring on building piers at Montauk and eventually, I am positive, the liners will touch there. All the arguments are in favor of the proposition. Nature has supplied a marvelous harbor at Fort Bond Bay—deep water, a straight approach and safeguards to navigation."

"I have no doubt that eventually Montauk will become the Fishguard of America. With a terminal there we would realize the four day trip across the Atlantic dream. The distance from New York to Queenstown is only 2,780 miles. The Montauk landing takes of more than 100 miles, and races like the *Imperator* would attend to the rest."

AFTER BRONX SEWER BOARD.

Westchester Towns Want Members
Prosecuted for Contempt.

Residents of White Plains, Mount Vernon, Scarsdale, Hartsdale and Yonkers say the Bronx Valley Sewer Commissioners do not live up to their agreement with the Federal authorities to filter the sewage before it goes into the Hudson River. They charge that health is menaced and they have asked the Attorney General to proceed against the commissioners for contempt.

The agreement with the Government specified that a filtration plant be in operation by May 1 of this year. The commissioners failed to comply and an injunction was got from Justice Thompson, which was dissolved by act of the Legislature.

The sewer commissioners are Frank Jerome Hoyle, Henry C. Merritt and John L. Hayes.

Ask me for
"A Colorado Summer"

A book-folder, illustrated
with views of the Colorado
Rockies.
It tells all about the vacation
delights of that Land of Many
Mountains—about trout in the
brooks, camps in the pines,
snow on the peaks, turquoise in
the sky.

Read, and you will wish to go there,
taking advantage of the low-fare
Summer Excursions

After seeing Colorado, there's the Grand
Canyon of Arizona and the California
Sierras or seashore; booklets about both,
on request.

You can't afford to miss these "See
America" outings in the Far West. Fred
Harvey meals on the way.

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